

Government of the District of Columbia

Department of Transportation



d. Planning & Sustainability Division

April 6, 2020

Commissioner Rick Murphy
Chair, Advisory Neighborhood Commission 2E
3136 P Street NW
Washington, DC 20007
Via Email: 2E03@anc.dc.gov

NOI # 20-63-PSD

Re: Notification for the Installation of a 2-way bikeway, sidewalks, a traffic roundabout and changes to on-street parking on 3400 - 3500 blocks of Water Street NW

Dear Chairman Murphy,

Pursuant to the “Administrative Procedure Amendment Act of 2000” D.C. LAW 13-249 (48 DCR 3491 April 20, 2001), the District Department of Transportation (DDOT) is required to give a written notice of our intent to add a new two-way on-street bikeway and modify parking on the 3400 to 3500 blocks of Water Street NW. This letter is being forwarded to you for the purpose of notification and solicitation of comments on our intent to implement the following in your jurisdiction.

DDOT proposes to:

- Install a two-way bikeway on the south side of Water St NW from 34th St. NW to 100 feet west of the Key Bridge against the existing curb.
- Remove parking on the south side of the street within those limits, and modify parking on the north side from a perpendicular “back-in” to a parallel orientation.
- Meter the parking on the north side with standard 2-hour time limits from 9 AM to 10 PM.
- Install a roundabout feature at the intersection of 34th and Water Streets as part of traffic calming efforts in the corridor. This feature will provide a 55’ diameter

circle for vehicles to turn around, with a slightly raised center 10' diameter circle with a brick pattern and mountable edges.

- Install a concrete sidewalk on the south side of Water Street from 34th St. to Key Bridge Boathouse (3501 Water St. NW).
- Install a “tactical sidewalk” on the north side of Water St. from the mid-point of 3401 Water St. to approximately the end of the parking area. This sidewalk area will be demarcated with concrete or rubber wheel stops and vertical flex posts on top of the existing asphalt surface.
- Reduce the speed limit from 25 MPH to 15 MPH from 34th Street to the Aqueduct Bridge.
- Maintain the “shared street” conditions from the Key Bridge Boathouse to the Aqueduct Bridge.
- Relocate the fence below the Whitehurst Freeway to provide room for sidewalks.

The existing condition of Water Street NW in this area is a single, wide lane for two-way traffic and curbside parking on both sides of the street—parallel parking on the south and back-in perpendicular on the north. Sidewalks in the area are discontinuous and in very poor condition, resulting in pedestrians walking in the street west of 34th St, sharing this zone with, at times, high speed traffic. The area is notable for its poor streetscape condition compared to the rest of K St/Water St, such as missing streetlights, missing sidewalks, dumpsters stored in public space, portable restrooms stored in public space, a high incidence of police reports, and drug-related crime.

This design allows for several immediate improvements which will support upcoming developments. DDOT will build missing sidewalks to ensure people have a continuous, separated path to reach the facilities along the corridor and the Capital Crescent Trail. DDOT will continue the two-way protected bicycle facility to the Key Bridge Boathouse, and will mark the street with shared lane markings for 240' between that point and the start of the Capital Crescent Trail. DDOT will change the existing unregulated parking to parallel with 2 hour meter limits at the request of the community – though we are open to different time limits upon request.

This segment is an important step in expanding the protected bike lane network, now also used by scooters and other personal mobility devices. The K/Water Street Corridor has the highest recorded bicycle volumes in the region, averaging in excess of 3,000 riders per day in spring-fall. The connections this will facilitate to the Capital Crescent Trail, Waterfront Park, and Rock Creek Trail were conceived of during moveDC (2013), the K/Water Street Corridor Plan (2016), and the Non-Motorized Boathouse Plan (2016). This part of the corridor was delayed due to Key Bridge reconstruction, which concluded in fall 2019, and DDOT is now able to implement the recommendations from prior plans.

With regard to phasing, there are three development projects in this area, and two public space plans; 3401 Water St condo development, Boathouse Site E, Boathouse Site D, and the Georgetown Canal Plan envision significant public space upgrades in the immediate vicinity, and

the Water Street Trailhead project will build public space enhancements immediately adjacent to the Aqueduct Bridge. Each project will have construction impacts and public space designs that relate to them. DDOT is considering what to do in 2020 in order to improve safety, and what to wait on for these developments to complete. There is a real need for improved lighting in this area, but this will be best integrated into the development of these sites. DDOT has chosen to show the location of future streetlights while we work with these developments to ensure they are installed in conjunction with upcoming public space/landscape plans. Additionally, the sidewalk on the north side of the street should be installed with concrete following the installation of streetlights. As a result, DDOT will install a “tactical sidewalk” essentially a street-level facility defended from cars with low barriers and vertical posts, in order to provide the immediate safety benefit. A side-effect of the “tactical sidewalk” is an ability for the community and DDOT to consider if this is the final configuration of the street since there is community interest in a curbless, or shared street concept.

We anticipate the following benefits:

- An improved streetscape with clearer organization between users
- Expanded biking / scooter route for people traveling in and through the corridor
- A contiguous and safe bikeway designed around users between 8 and 80 years old
- Increased walking, biking, and scooting trips in this area
- Reduction of conflicts between drivers, pedestrians and bikeway users
- Slower vehicular speeds in this area, and improved traffic control
- Fewer drivers circling to find parking

All comments on this subject matter must be filed in writing, no later than May 19, 2020, thirty (30) business days after the date of this notice, with the District Department of Transportation Planning and Sustainability Division, 55 M Street, SE, 5th Floor, Washington, DC, 20003 or via email at will.handsfield@dc.gov. If you would like to check the status of this Notice of Intent (NOI), please visit DDOT’s website at <https://wiki.ddot.dc.gov/display/NOI>. In addition, if you have questions, have trouble accessing the NOI site or are unable to do so, please contact me at 202-671-3378.

Sincerely,



Will Handsfield
Transportation Planner
Planning & Sustainability Division

Cc:

Lisa Palmer, Commissioner, ANC 2E05
Julia Washburn, Superintendent, Rock Creek Park, National Park Service
Nyasha Smith, Secretary to the Council of the District of Columbia
Nicole Goines, Ward 2 Liaison, Mayor’s Office of Community Relations & Services

Jim Sebastian, Associate Director of Planning & Sustainability Division, DDOT
George Branyan, Active Transportation Branch Manager, DDOT
Kenny Marable, Wards 1 and 2 Community Engagement Specialist, DDOT
Jamie Scott, Planning Director, Georgetown BID